

MTA Grant
Scope of Work
&
Special Grant Conditions

ATTACHMENT C

SCOPE OF WORK

2001 Call for Project MOU

Project Description

The project encompasses design and construction of a multi-level parking structure in Downtown Long Beach that will provide a centralized downtown parking facility serving transit park-and-ride patrons, regional trip generators in the Downtown area and other users. The facility has been preliminarily designed to include approximately 272,400 square feet. It is proposed as a 756 space, four-bay, five-level parking structure. MTA funding is programmed to pay for the cost of the development of parking spaces to be dedicated for transit and park-and-ride use during commute hours.

The size of the parking structure has not been finalized and may be increased with additional levels. The final sizing decision will be determined prior to preparation of construction drawings. It will include handicap accessible parking spaces, motorcycle and bicycle parking and may also include spaces dedicated for electric vehicles. A copy of the 756 space plan is attached, labeled Attachment C-1.

Major Objectives

- Reduce vehicle congestion and emissions and increase inter-modal connection to and from Downtown Long Beach as well as destinations within the city.
- Provide an additional park-and-ride facility in Long Beach where the closest facility is over five miles away and at capacity.
- Ensure adequate parking as planned development intensifies in Downtown Long Beach.

Project Location and Limits

The project is located in Downtown Long Beach at the northwest corner of Long Beach Boulevard and First Street along the First Street Transit Mall.

<u>Milestones</u>	<u>Completion Date</u>
Project Studies & Engineering	June, 2004
Design	June, 2004
Site Acquisition (Completion date assumes acquisition by eminent domain. Could be earlier)	December, 2004
Construction (Start of construction assuming site acquisition completion date shown above.)	January, 2005
Notice of Completion	March, 2006

(Note: Costs listed below are based on a 756 space garage and will be higher if garage size is increased.)

<u>Activity</u>	<u>Amount</u>
Design and PS&E	\$500,000
Construction	\$7,087,000
Construction Engineering	\$421,000
Right-of-Way Acquisition or Lease	\$1,085,000
Administration	\$80,000
Contingency	\$320,000
TOTAL COST	\$9,493,000

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ATTACHMENT E

SPECIAL GRANT CONDITIONS

MTA funding is programmed to pay for the cost of the development of 350 parking spaces to be dedicated for transit and park-and-ride use during commute hours as follows:

1. Initially, one level, or 150 parking spaces, shall be dedicated for transit and park-and-ride use during commute hours.
2. Demand for the dedicated spaces shall be monitored annually by Grantee. The annual monitoring survey shall be conducted on a normal business day, Monday through Thursday, during normal commute hours. An annual monitoring report (the "Report") shall be provided to MTA for its review.
3. The number of dedicated spaces shall be adjusted up in cooperation with MTA, if recommended by the report. Within the 20-year life of the project, the demand for dedicated spaces is anticipated to reach, but shall not exceed, 350.
4. Grantee shall clearly mark and enforce the restriction of the dedicated park-and-ride spaces during commute hours to park-and ride use only.
5. Grantee reserves the right to charge for the use of the dedicated parking spaces, but in no event shall Grantee's charge exceed the pro rata monthly per space cost of operating and maintaining the spaces.